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COUNTRY

East Germany

TOPIC

Alt Loennowitz Airfield

EVALUATION

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PLACE OBTAINED

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DATE OF CONTENT 18 October to 7 November 1952

DATE OBTAINED

DATE PREPARED

10 December 1952

REFERENCES

25X1

PAGES

3

ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following observations were made at Alt Loennowitz airfield between 18 October and 7 November 1952:

18 October. In the morning, there was a dense fog, but visibility became better in the afternoon. There was no air activity at the field. The four western hangars were lighted after nightfall. Aircraft parts were towed by crane tractors into hangar No 1.¹

19 October. There was no air activity in rainy and foggy weather.

20 October.

6 MiG-15s, 4 Yak-11s, 1 Yak-14, and 1 Po-2 were parked in front of the hangars. Six MiG-15s were parked in one line north of the eastern end of the runway and another six MiG-15s were parked in one line along the taxiway, north of the western end of the runway. All of the hangars were closed. 2 twin-engine planes and 4 Yak-11s were parked in hangars 1 and 3. Work was being done in hangars 1 through 4 and on boxes in front of hangar 4. no air activity was observed. The weather was foggy, and the visibility was limited to 300 meters.

21 October. individual MiG-15s circled over the field 12 times. It rained, and there was a closed cloud base.

22 October. There was no air activity in rainy weather.

23 October. There was no air activity, but six MiG-15s were parked on the dispersal area north of the eastern end of the runway. It was foggy, and the visibility was poor.

24 October. MiG-15s made flights in elements of two and landed individually. There were no clouds. The planes also made individual flights connected with firing at air sleeves over the Elbe River Valley. The target-tow plane landed after four MiG-15s had fired alternately. Air activity was discontinued.

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25 October. [] MiG-15s practiced flying. There was a closed cloud base at an altitude of about 200 meters.

26 October. No flights were made.

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27 October. [] four Yak-11s circled widely over the field, sometimes flying in the clouds. There was a closed cloud base and poor visibility.

28 October. In the afternoon, MiG-15s practiced flying in elements of two, while the weather changed.

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29 October. [] MiG-15s practiced firing at an air sleeve towed by a twin-engine plane with double rudder assembly in the Belgern-Muehlberg area. The sky was partly cloudy, and the visibility was good. The MiG-15s flew in ragged formations of two. When the planes approached the sleeve target, the second plane flew aft of the first plane which fired at the air sleeve. After the firing practice, the planes banked, changed their position, and the second plane fired this time. Each element approached four times which took a total of 4 to 6 minutes. The target-tow plane landed after three elements had fired.

[] six MiG-15s made individual flights at a high altitude. It was definitely observed that six MiG-15s took off [] and that no landing was made. During the take-off, a searchlight illuminated the runway and made three complete rotations about every two minutes.

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30 October. [] a plane towing a sleeve target flew over the field. No take-offs by MiG-15s were made from the field. [] no [] AA guns being fired at the air sleeve. [] MiG-15s practiced flying. A formation of four planes flew at an altitude of about 400 meters and circled widely over the field three times while a searchlight was in operation. There was good visibility. []

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31 October to 2 November. There was no air activity; usually the weather was bad.

2 November. Six MiG-15s were again observed on the dispersal area north of the east end of the runway.

3 November. There was no air activity during continuous rain.

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4 November. [] MiG-15s made individual flights at an altitude of about 300 meters. [] firing with aircraft weapons and the noise of the target-tow plane were heard from the valley of the Elbe River. Air activity was discontinued []

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5 November. Formation flying was practiced. There was a medium degree of visibility and a scattered cloud ceiling. The aircraft took off in elements of two, the interval between the individual elements being 5 to 8 minutes. Besides formations of four planes, it was observed once that 12 MiG-15s flew in a formation.

6 November. There was no air activity in rainy and stormy weather.

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7 November. [] individual flights were made by single-engine, low-wing monoplanes with radial engines. It rained and snowed, and there was a light westerly wind. [] only four MiG-15s were parked on the dispersal area north of the east end of the runway.²

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2. Elevations, probably bunkers were recently observed near the dispersal area north of the east end of the runway. They apparently were winterized quarters for the personnel at this dispersal area.
3. The fence along the northern edge of the field was shifted for a third time. Now, it was erected about 150 meters south of the intersection of the road from Falkenberg to the south and the field path to Coelssa.
4. A wooden guardhouse was being erected on the eastern side of the firing range which was northwest of the hangars. This guardhouse was occupied by one sentry at daytime and by two sentries with a dog at night. Four light poles were newly erected and the field was continuously lighted after nightfall.
5. The field was supplied with fuel from Bad Liebenwerda by the Wirtschaft und Verkehr (supply and traffic) section. Heat was delivered to the field from the supply center in Neuburxdorf. Potatoes and vegetables were hauled to the field by the nationalized procurement agency (VEAB) in Luehlberg. Truck [] loaded with boxes and a horse drawn vehicle occupied by two soldiers and two women in air force uniforms were observed on the road to the field. Truck [] was being loaded with butter in front of the dairy in Falkenberg.

1. [] Comment. [] the westernmost hangar of the field houses the repair hangar.
2. [] Comment. Alt Loennewitz airfield is occupied by a fighter regiment. Air activity was performed on the previous level. The individual pilots of this regiment probably have a different status of training because formation flying of up to squadron strength and individual local flights were observed being performed. The Yak-11 planes probably are also used for instrument flight training.
3. [] Comment. The alert flight is generally parked at the eastern end of the runway. The earth bunker is probably being used as a day room for the pilots of the alert flight.
4. [] Comment. A previous report supplied the first information on the firing range northwest of the hangars. It cannot be explained why the firing range was provided with lighting facilities and why it was especially guarded.
5. [] Comment. Emplacements for six light AA guns on the southern edge of the field are known from previous reports.

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